

2007—2008  
SS2000 series

Newsletter Date:  
January 2007  
Issue no: 34

# TOTAL Lubricants SS2000 series Club Newsletter

Series Sponsor:



## SS2000 Contacts Directory:

### Club President:

**Brent Thompson**

Ph: 027-4798041

Or: 09-6388415 (ahrs)

### Secretary:

**Tony Goldsmith**

Ph: 021-866946

Or: 09-2988767 (ahrs)

### Treasurer:

**Margaret Starns**

Ph: 09-4463338 (ahrs)

### Series Co-ordinator:

**Rob Mitchell**

Ph: 025-729432

### Technical Officer:

**Chris McDell**

Ph: 021-440871

### Committee Members:

**Gavin Gladstone**

Ph: 021-526140

**Chris McDell**

Ph: 021-440871

**Bob Louie**

Ph: 027-4504888

**Brent Lander**

Ph: 06-7521151 (ahrs)

**Alan Stewart**

(Honda Cup Queries)

Ph: 021-714714

### Newsletter Editors:

**Bob Louie**

Ph: 04-2971693 (ahrs)

Email: bob.louie@xtra.

co.nz

### Club Website:

**Aaron Turner**

Ph: 027-4246610

[www.ss2000.co.nz](http://www.ss2000.co.nz)

## Gray tops at Taupo

At Round 3—Taupo in the New Year, long time SS2000 racer Brian Gray, made the perfect return to the class.

Gray and his ever faithful red RX7, topped qualifying, won Race 1 (normal grid race) and then went on to win the 2 remaining reverse grid races.



The only thing that eluded him was the track record, which incidentally he held momentarily on the last lap of the last race, but was just pipped by Tony Goldsmith's Datsun ... Honda powered I might add!!

Welcome back Brian and you couldn't ask for a better result upon your return to SS racing now could you?

## Defending Champ Leads Series

After 4 rounds of this season's championship, defending Champion (No. 1) Tony Goldsmith, leads the overall series and continues where he left off last season.



The Honda powered Datsun has scored a number of wins, a few seconds and the odd third, in all races so far at each of the rounds. His closest championship rival is Terry O'Brien in his turbo Nissan 200SX, whom is only 10 points adrift of Goldsmith.

After emphatic victories at his hometrack—Pukekohe (round 2), Goldsmith was pushed hard at Taupo (round 3) and had to play bridesmaid to Brian Gray's RX7. At Puke recently (round 4), Goldsmith took pole & won race 1, but then Gray took the 2 reverse grid race victories. In the meantime O'Brien continues to consistently place in the top 3 to keep the champ honest. With 3 rounds to go, it is again going to be a close title chase.



[www.ss2000.co.nz](http://www.ss2000.co.nz)



2.0L SPORT SALOON RACING AT ITS BEST



TOTAL  
Lubricants

## Presidents Prattle!!

Just a quick note because we want to get this our sooner rather than later. Bob has kindly offered to take over the newsletter again. Thanks Bob you're a star! Also many thanks to Tina & Chris for your efforts, we understand your commitments to both family & employment and these must take priority.

Well, we're well into the New Year and we are over half way through our season with round five only a few days away.

Numbers have continued to be good with around 20 to 22 per round and the variety of cars is growing. There has been more carnage than we would have liked but I guess it is the result of competitive people all wanting the same bit of tarmac at the same time. Pukekohe (round 4) proved to be costly from a mechanical sense, with 8 cars suffering during the course of the day. Hope you're all back soon.

By the time you get this you should have sent your entry in for Manfeild. If you haven't, not all is lost. Give anyone of us a call and we can have a chat to Manfeild and see if we can get the late fee waived for you.

Points are starting to mount up and there are a few that are making a break from the groups in the classes. This can't be said for the 1600cc class though, where anyone could win this championship. There are 3 or 4 competitors well within striking distance of the lead. Tony has a bit of a jump from an overall point of view, so let's see if we (meaning not me) can drag him back in.

Sponsors - please don't forget our sponsors with your support when developing or building your car etc. All sponsors are mentioned in this newsletter in some shape or form.

Congrats to Gavin & Laura when they sign on the dotted line (ie: get married) on the same weekend as the A1GP!

Speaking of A1GP, for all those that are attending, hope you enjoy it, you lucky bug-gers!

See you at Manfeild - a long weekend for the northern folk.

... **Cheers, Brent.**

## Tech Topics

... from the desk of Tech Officer Chris

Congratulations everyone on the great racing so far this season. On the whole you've kept it clean and its been very entertaining. Sad to see so many cars drop out of Puke with engine drama's but as one of the front runners struck by the curse said, "that's motor racing!"

Maybe I need to remind everyone to check up on the new rules regarding foam padding on roll cages. Any part of the cage that you could come into contact with must have padding, including side intrusion bars. The Chief Scrutineers at Puke noticed that several of our cars did not comply.

We hope to have scales to use at Manfeild so if you are running close to your minimum weight please double check it!

Don't forget to keep an eye on your tread depths if you are running dot legal tyres, minimum 1.5mm for 3/4 of the width of the tyre.

Thanks everyone for making my job easy by keeping within the rules. Keep up the good work!



**This season Chicane have returned as a sponsor for our series and apparently are putting up 1 or 2 race suits as prizes. More than likely these will be awarded at our annual AGM after the season has finished.**

**For those of you whom don't know, Chicane is based in Auckland and sell a large range of race gear including: suits, boots, crew shirts, gloves, gear bags, balaclavas and much more under their own Chicane brand name. They also have the Oakley Motorsport range of boots and gloves.**

**Visit their web site: [www.chicane.co.nz](http://www.chicane.co.nz), for more information on their product range or services and you can even design your own race suit. If you are outside of Auckland, there are a number of Chicane stockists throughout NZ.**

**Contact details are:**

**Ph: 0800 244 226**

**Address: Unit K, Cain Park, 278 Cain Rd, Penrose, Auckland.**

## Series Stuff

... a few words from Series  
Co-ordinator Rob

So far this season, everyone has been well behaved and there has been some really good racing.

At Puke (Round 4), when the Safety car came out everyone knew what to do and held their formation well. Some of the other classes could well learn from your example of how it should be done.

The standard of driving so far has overall been pretty good. Lets keep it up for the remainder of the season.



**Nuts for Sale!!**  
Light weight aluminium  
wheel nuts that is.

**Visit [www.magandtyredirect.com](http://www.magandtyredirect.com) to see  
where your nearest outlet is located.**

**For special pricing, remember to mention that you are an  
SS2000 racer or Club member.**

**Mag and Tyre Direct.com sponsors of  
SS2000 series racing for 2007.**

## Total Lubricants SS2000 Remaining Rounds

**Round 5 – 27th/28th January – Manfeild**

**Round 6 – 10th/11th February – Taupo**

**Round 7 – 7th/8th April – Taupo**

# Racetech™

Confirmation has just come through that **Black Motorsports** will be donating yet another Racetech seat to the winner of the last race at Manfeild. This is now the 4th year that **David Black (Managing Director)**, has kindly donated a quality Racetech seat as a prize for our series and his continued support is most appreciated.

Not only does his company manufacture & sell Racetech seats but they also sell a host of other motorsport related products like: helmets, belts, suits, gloves, boots, brake pads, hans devices, fire extinguishers and a lot more.

**Contact details:**

**Phone:** 04-9390552

**Email:** [sales@racetech.co.nz](mailto:sales@racetech.co.nz)

**Web:** [www.racetech.co.nz](http://www.racetech.co.nz)

**Showroom:** 136 Hutt Road,  
Lower Hutt



## Newsletter Note

Apologies for the uncharacteristic format of the newsletter.

Unfortunately the Microsoft Publisher newsletter software that I use has developed some sort of fault and for some reason will not import any photos into it for publishing.

This has necessitated copying the format into Microsoft Word, cutting and pasting photos onto this document and then printing. Hence the large margins.

However, the necessity to get the newsletter out prior to the Manfeild round 5, required a back-up method and it was better to do this than to have no newsletter at all.

... Cheers, Bob (Ed)

## Taupo—Round 3

The first weekend after the New year and it was onto Taupo where the weather was sunny, hot and a strong breeze was ever present. Our early placement in the program meant for early finishes each day. Oh how the track had changed since our last race last season, as Taupo prepared for the onslaught of the A1-GP, a fortnight later.

**Qualifying** and the return of Brian Gray (RX7) to the SS2000 series, saw him claim pole position by a small margin from Tony Goldsmith (Datsun), whilst the flying red Integra of Rocky Fiske took advantage of his home track knowledge to take 3rd. Terry O'Brien (200SX) was the best of the Open Class cars at 4th and Steven Price pushed his Civic through to be the fastest of the 1600s. Some drivers complained about the lack of grip, with Chris Turnbull (Civic 2ltr) and Geoff Page (Corolla) suffering from fuel and oil surge respectively.



**Race 1** and Gray came out victorious as he managed to pass early leader Goldsmith with a couple of laps to go. Fiske maintained his momentum to be 3rd and had battled hard against Open Class leader O'Brien, to finish ahead of him. The first 1600 car home was Price in 8th place. A fuel pump fuse put paid to Rick Bone's efforts part the way through Lap 1 and the little Datsun coupe dropped back through the field. Philip Brown (Corolla Levin) also retired after the first lap. The Civics of Strachan and Thompson had a coming together, resulting in Thompson going off the circuit and having to play catch up later in the race. Two separate race long "bumper to bumper" battles between William Yu & Noel Anderson (Civics) and James York & Bob Louie (Integras), were also a feature of the race. However John Johnson (Integra) was the most spectacular driver, especially through the "flip-flop" onto the pit straight, where he lost it once and then had his car up on two wheels on another occasion.

**Race 2 (reverse grid)** and Gray took his second victory of the weekend from the back of the grid, again just pipping Goldsmith in the closing laps. At this point of the meeting, Goldsmith also established a new track record of 1:44.371. With his race 1 problems sorted, Bone really flew home to take 3rd and was the leading 1600cc car. Right from lap 1, the action was aplenty in amongst the first group of starters with Johnson and York having off track excursions on turn 1. Johnson recovered to continue but York had trouble restarting his Integra. Louie went off the track to avoid the other two Integras and then spun on turn 4 in front of a fast closing pack of cars. By midrace there was a fierce battle between Johnson, Archer, Stewart (all in Integras) and Strong (Civic). At the "flip-flop" before pit straight, Stewart has a big moment and spun. Strong collected the left rear of the spinning Integra in trying to avoid it, suffering suspension damage and retired. Stewart managed to continue circulating with a damaged rear end and a dangling bumper but was lucky not to have been black flagged.



**Race 3 (reverse grid)** and Gray completed a hat trick of wins for the weekend by taking the final race victory, with Goldsmith again playing bridesmaid. Gray also momentarily bettered Goldsmith's lap record from Race 2, only for Goldsmith to regain the honours in the very last lap, with a 1:43.363. Early race leader Bone repeated his Race 2 placing with 3rd and was again the leading 1600cc car. Kevin Hyde (BMW M3) was the leading open class finisher in 6th place. Problems struck both Kerry Smyth (Datsun coupe) and John Johnson (Integra) and both did not start the final race. Yu's Civic had an early off at the "flip-flop" but managed to rejoin the race, as did the Anderson Civic at turn 1. Anderson would then go on to have late race battle with Shane Morgan (Sentra). Brown (Corolla) struck problems

## (Taupo Rd 3 Cont'd ...)

momentarily at mid-race stage and retired for the second time in the weekend. The only other retirement after 6 laps was York's Integra, suffering from major engine woes.

It was a good turn out at the challenging Taupo track and early finishes allowed us all to make early departures homeward. Thanks to the Archer/ Johnson pit garage, where we were all able to escape the sun, wind and dust, to enjoy the barbeque and beers on the Saturday.



## Pukekohe – Round 4

The one-day event at Puke surprisingly enough drew 21 entries and there was hint of at least a couple more. In the end 20 cars actually fronted up and despite the heavy rain 2 days before, race day turned out to be partly cloudy yet sunny, humid and damn hot!

**Qualifying** was firstly interrupted by Glen Archer striking major engine troubles when accidentally changing from 6<sup>th</sup> down to 3<sup>rd</sup> in his Integra, stopping on the infield on the entry to the esses. Bits of conrod and piston hit Rick Bone's windscreen. This produced a safety car for a couple of laps until the Integra was cleared. Moments later, the session was red flagged when Stephen Price spun awkwardly on Archers oil trail after turn 1 and got stuck in the mud. Luckily Price's Civic avoided any damage and just need a good old clean. Tony Goldsmith (Datsun) claimed pole from Kevin Hyde (BMW) and Rocky Fiske (Integra) was 3<sup>rd</sup>. The shortened session saw Brian Gray (RX7) uncharacteristically back in 5<sup>th</sup> and Rick Bone (Datsun Coupe) was the quickest 1600 car at 6<sup>th</sup>.



**Race 1** saw Goldsmith take the victory from start to finish. Terry O'Brien (200SX) placed 2<sup>nd</sup> and Gray made up ground to come home 3<sup>rd</sup>. After his mishap in qualifying Price was the leading 1600cc finishing at 6<sup>th</sup>. Fiske was the first to strike serious trouble though, with a blown motor shortly after leaving the start line. The safety car intervened a few laps into the race when Brett Keene (Datsun) stopped on the back straight. Upon the restart, Greg Taylor (Integra) jumped out of line and incurred a time penalty. Wrong sized jets, prevented Bone (Datsun coupe) finishing higher up the order, struggling everytime he ran along the back straight. William Yu (Civic) suffered overheating, caused by an off-track excursion in the rain on Friday's practice session, whereby he damaged the front of his car. Brett Keen's problem was a dropped a piston and he had to withdraw altogether.

**Race 2 (reverse grid)** and Gray stole the victory from Goldsmith, with O'Brien 3<sup>rd</sup>. Early race leader Bob Louie (Integra), got totally swamped at Castrol bend as the both the middle and fast cars closed in on each other, sometimes 3-4 cars abreast. After correcting his race 1 problems, Bone had his Datsun flying and was the first 1600cc car home in 4<sup>th</sup>. Price had the second of his weekend's woes with a suspected clutch problem on lap 7, his first major problem in 7 seasons. A delayed start allowed Hyde to repair a turbo leak in his BMW but he was soon to retire with a hole in his return line to the sump.

**(Pukekohe Rd 4 Cont'd ...)**

**Race 3 (reverse grid)** and with the somewhat large attrition rate, the field was down to 15 cars. Gray took his second victory of the weekend, perhaps making up for the uncharacteristic qualifying position earlier in the day. O'Brien came home ahead of Goldsmith and Bone had well and truly overcome his problems, being the first 1600cc car home again in 5th. The attrition rate continued and Philip Brown was the first casualty retiring not long after the start. On lap 4, Smyth (Datsun coupe) with no steering, clipped Taylor spinning him at the esses. Out came the safety car whilst they cleared the Integra to safer ground with Smyth pulling up off the track along the back straight. The only other mishap was Nathan Strachan (Civic), who spun going into the hairpin on the last lap, but recovered to finish the race.

So the Puke round was a full on day and it was somewhat unusual to see such a large number of cars having mechanical problems. The crowd was small, despite the expectant attraction of the "mud chuckers" (drifters).



**Total Lubricants SS200 Top 5 (after Rd 4):**

1. 171 pts—Tony Goldsmith (Datsun HP510)
2. 161 pts—Terry O'Brien (Nissan 200SX)
3. 136 pts—Kevin Hyde (BMW M3)
4. 129 pts—Brian Gray (Mazda RX7)
5. 112 pts—Rick Bone (Datsun Coupe)

**Haagen Honda Challenge Top 5 (after Rd 4):**

1. 132 pts—Nathan Strachan (Civic 1600)
2. 126 pts—Brent Thomspson (Civic 1600)
3. 115 pts—Rocky Fiske (Integra 2ltr)
4. 112 pts—Chris Turnbull (Civic 2ltr)
5. 110 pts—Steven Price (civic 1600)

VISIT [www.ss2000.co.nz](http://www.ss2000.co.nz) FOR RESULTS AND COMPLETE POINTS TABLE

**SS2000, incorporating the Honda Challenge, would like to express our thanks to all our sponsors who are supporting us over the 2006-07 season.**

